

CAUSES OF ACCIDENTS AT RAILWAY CROSSINGS

Many Ascribed to Mistake Made by
the Operators of Motor
Cars.

Safety Association Superintendent
Advises Against Speeding Down
to Low Speed on "High."

That 20 per cent of accidents at railroad crossings happen because motorists throttle down on "high" to such low speed that at the crucial moment the motor stalls on the railroad track, and that these accidents would not occur if gears were shifted to "intermediate" before venturing across, is the opinion of a superintendent of safety of a large eastern railroad, who recently delivered an address on this subject.

He called attention to the large number of motor car accidents at grade crossings, and to the fact that in the campaign for safety in motoring comparatively little attention is paid to this great danger.

Comment on Safety Rules.

He said, in part:
"We hear a great deal about safety. We are urged to learn and observe the rules of the road, to be considerate of persons on foot and passengers getting on and off of street cars, etc. But there is one warning, more important than any of these, which has not been called sharply enough to our attention—the warning placed by the railroad crossings at the railroad crossing is so evidently what ought to be done that further comment would be unnecessary were it not that failure to take this obvious precaution results each year in death and injury to hundreds of drivers on the highways. Of all safety admonitions which should ever be in the minds of drivers, this one, the most neglected by the automobile associations and safety associations, is the most important—Look and Listen at the Railroad Crossings.

Suggests Use of Common Sense.

"When we read in the papers about accidents on grade crossings we sometimes notice the idea is conveyed that the cause of the accident was the danger of the crossing. All railroad crossings at grade are dangerous—to the man who takes chances. But danger to the driver on the highway may be minimized, and, indeed, entirely eliminated, by the use of ordinary caution and common sense and a realization that here is the place where foolhardy acts must not be committed. Neither the railroad company nor the highway traveler owns the crossing. In neither is ownership vested, but each has an equal right to it. The driver who observes the swift approach of a train knows that the engineer, in the very nature of things, will pass over the crossing without stopping, while the engineer takes it for granted that the driver of the vehicle will look for a safe opportunity to cross. It needs no argument to convince any fair-minded person that it is the business of the driver to watch out for the engine.

Carelessness of Drivers.

"The carelessness of drivers is the cause of almost every automobile accident on railroad crossings. Selecting any number of these accidents at random, we find that 25 per cent can be explained only by saying that the drivers do not look or listen, evidently paying no attention to where they are going. About 15 per cent are due to drivers showing such faulty judgment that they fail to stop before the road is clear and actually run into the side of the train. Twenty per cent happen because of throttling down on 'high' to such low speed that at the crucial moment the motor stalls on the railroad track; these accidents would not happen if gears were shifted to 'intermediate' before venturing across. Ten to 12 per cent are due to deliberately disregarding the warnings of crossing signals. In 15 per cent of the cases the drivers see the train coming and try to beat it to the crossing, with disastrous results. Five per cent are the result of trying to cross after the crossing gates have been lowered, incredible though such recklessness may be."

AUTO CLUB NEWS

R. A. Deming and family of Cleveland, Ohio, were among the motor tourists who visited the National Capital last week. Mr. Deming is a member of the Cleveland Automobile Club, which is affiliated with the A. A. A. While here he made several visits to the District Auto Club headquarters for touring information. He remained in Washington for several days, motoring from here to the various points of interest north, east, west and south of the city. He expressed his pleasure at finding the local club so well equipped to take care of visiting motorists.

George Washington Lewis, secretary of the Alexandria Automobile Club, was a visitor to local club headquarters the past week. Mr. Lewis crossed the Potomac to make the acquaintance of local officials, and especially Touring Director Ferguson, with whom he expects to co-operate in the matter of posting late touring information for motorists contemplating Virginia trips starting at Alexandria.

Charles B. Hamill, member of the District club, accompanied by his father and Mrs. Hamill, left Washington last Saturday for a tour of the Berkshires. Mr. Hamill's tour was arranged for him by the club's touring bureau.

R. H. Bailey, member of the local club, accompanied by Mrs. Bailey, left Washington last Friday on an automobile trip to the Panama-Pacific exposition. Mr. Bailey intended to make the round trip in his car, following the Lincoln highway westbound and taking the southern route returning. His tour, which was arranged by the

club's bureau, includes many side excursions from the main highway of travel to points of interest in the west, including Yellowstone and the Yosemite.

There are very few automobile clubs in the east whose membership includes more transcontinental motor tourists than does the District club. Seldom a week passes that does not see two or more Washington motorists "hitting the long trail" for the "land of the setting sun." During the past week three cars wearing the A. A. A. emblem left the National Capital with the Pacific coast as their objective.

The following Washington motorists joined the club during the past week: Charles P. Stone, Charles B. Hamill, Duke W. Burger, J. A. D. Garber, Julian A. Hillman, R. H. Bailey, Edward Voigt, Jr., E. M. Savage, Joseph P. Stephenson and Charles D. Church.

E. J. Westerhouse of Manila, P. I., and member of the American Automobile Association, was among the recent visitors to club headquarters. Mr. Westerhouse, who purchased a new car while in the states and who is an ardent motorist, will make a trip from the Atlantic to the Pacific in his automobile. His transcontinental trip has been arranged for him by the club's touring bureau. After visiting the San Diego and San Francisco expositions, Mr. Westerhouse, accompanied by his car, will ship from the Golden Gate for Manila.

Edward Voigt, Jr., who is representing the proposed publicity run of the Philadelphia Motor Speedway Association in Washington, and who is a member of the District Auto Club, during a recent visit to club headquarters stated that forty cars will leave this city to join the run. About twenty-five Washingtonians are stockholders in the speedway association.



The fact that Kor-Ker Puncture Cure

seals punctures instantly is not its greatest merit.

What interests more car owners is the knowledge that KOR-KER PUNCTURE CURE stops slow leaks—and slow leaks mean: First, under-inflation, and second, blowouts.

Under-inflation causes most blowouts because the shoe fabric on the inner surface cracks and breaks, when riding over rough roads, sooner or later the inner tube gets nipped in the crack and a blowout results.

KOR-KER guarantees normal tire inflation—assures you that your tires are running on the tread—where they are built to stand wear. In this way KOR-KER saves both tube and case. Stop and think for a moment that besides this KOR-KER seals punctures on the go and then decide whether you can afford to go another day without putting KOR-KER in your tires.

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KOR-KER CURE NO. 1
I sealed this nail wound in my tire and it was tight after 16 hours. The tire was not deflated. Name on return.

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There is no shortage in the general motor car market.

But there is a shortage of Dodge Brothers motor cars.

It is not due to a small production, because the production has been large.

Twenty thousand of these cars have been distributed since January 1st.

This means a production in six months as large as is usually attained in as many years.

And yet there is a waiting list of those who want to be owners in your city.

And there is a similar waiting list in almost every city and almost every town.

You will bear witness that we have made no extravagant claims for the car.

We have merely insisted on its goodness.

And still the car continues to be singled out as one worth waiting for.

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The price of the car
complete is \$785
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Why We Chose the Chalmers

To the People of Washington, D. C.:

The Union Garage is the largest and most complete motor service station in the United States of America. Our doors have been open to the public only two and one-half months. Before we made up our minds what cars we would represent, we investigated the entire motor car field.

We determined to handle the Chalmers line exclusively.

After a most thorough investigation we were conclusively "sold" on the Chalmers cardinal principle, "Quality First."

The phrase is not an advertising slogan, but a Chalmers business proposition. We became convinced that only such a line as the Chalmers could manufacture in its own shops on a big production basis can give either dealer or owner lasting satisfaction.

Chalmers owners, come and see us. This is to be a service station where you will get service.

UNION GARAGE, WASHINGTON, D. C.

C. Walter Hoover, General Manager.

THE Chalmers Motor Company, with its new organization, even greater factory facilities, additional buildings, more men and still more capital and with a quadrupled production, is bringing out for the season of 1916 a series of cars, the equal of which have never been offered before.

The Chalmers Company is the only leading manufacturer that is offering a new car for 1916 at a new price—in the medium-price class.

Others have either put out a new car at a higher price, the same old car at the same old price, or the same old car at a cut price.

This new Chalmers is the Six-40, shown below, at the astounding price of \$1275.

The Light Six and Master Six are continued in improved models at lower prices.

Such prices at higher quality than ever before are only made possible by cutting out middleman's profits, buying for cash on definite specifications, utilizing new methods of manufacture and administration, working on smaller profits and greater production.

The Chalmers Motor Company has also inaugurated a new Chalmers Service Plan, by means of which we are able to offer gratis to every new Chalmers owner service in the form of an interchangeable service coupon book, good for a definite amount of work—at any Chalmers dealers—anywhere.



Chalmers Six-40 \$1275.00

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This is the most remarkable motor-car that has ever been offered for \$1275. It is the lowest price at which Chalmers quality has ever been sold.

It is the only American stock car with value-in-head overhead camshaft motor, the type that Europe was working on when the war stopped production.

It is this type of motor that broke all records at both the Indianapolis and Chicago speedway races going at the terrific

speed of 90 miles an hour at Indianapolis and 90 miles an hour at Chicago the most grueling test of motor car efficiency ever known.

This motor gives the car instant getaway wonderful flexibility, great power and economy.

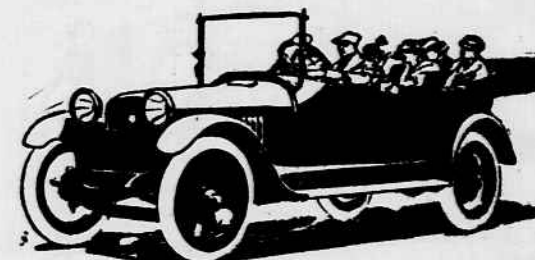
The car rides like a Pullman.

It is the superior of cars that three years ago sold for \$3000 or over. Be sure to come in and see it.



Chalmers "Six-48" Seven-Passenger \$1550

This is the 1916 series of the popular Light Six, declared by thousands of enthusiastic owners to be the most satisfactory motor-car they have ever owned. It is light where it can be, strong where it should be. It is the most economical car in America in upkeep cost and admittedly the best car made within \$500 of its price.



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C. Walter Hoover, General Manager

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